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INFORMATION REPORT		
COUNTRY	Czechoslovakia	DATE DISTR. 25 Nov 1952
SUBJECT	Czechoslovak Chemical Works, National Corporation, in Pardubice II, Rybitvi	NO. OF PAGES 2
PLACE ACQUIRED	-----	NO. OF ENCLS. 3 (LISTED BELOW) (A), (B) 2 pages, (C) SUPPLEMENT TO REPORT NO.
DATE ACQUIRED	[REDACTED]	
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THIS IS UNEVALUATED INFORMATION

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1. Until 1950 the Czechoslovak Chemical Works, National Corporation, in Pardubice II, Rybitvi was called the Company for Chemical and Metallurgical Production, National Corporation, in Pardubice II - Rybitvi, ("Spolek pro Chemickou a Hutni Vyrobu") - See Enclosures (A) and (B) which are respectively entitled Sketch of Pardubice and Sketch of the Czechoslovak Chemical Works, National Corporation in Pardubice - Rybitvi. In 1951 the works was divided as follows: with Legends/.

(a) The Research Institute of the Czechoslovak Chemical Works ("Vyskumny Ustav CS, Chemickych Zavodu - Cs Ch Z");

(b) The East Bohemian Chemical Works ("Vychodoceske Chemicke Zavody - V Ch Z").

2. [REDACTED] it made pharmaceuticals, "Azo" colors and dyes, aniline dyes and metal alloys, as well as flints for cigarette lighters. All medicaments used in Czechoslovakia were made there. Among the pharmaceuticals were sleeping pills, tablets, local disinfectants, artificial sugar, PAS (Para-Amine-Salicylicum), which is a medicine for tuberculosis, "Silbrumia" for coughs, "Afiril" in five types for burns and the like.

3. [REDACTED] the following types of alloys were also made there: a metal used for bearings on railroad cars and for brake linings of such cars, a tin composition of high grade, an antimonial composition and an arsenious composition which was a very hard metal used for special steel production.

4. Raw materials imported for the production of colors were lead chromate, acetic, sulphuric, nitric and hydrochloric acids, ammonia and other chemicals. Another import group included caffeine and also quinine from Switzerland. The acetyl, salicylic acid and barbituric acid used in the factory was of Czech make, while lime and strychnine had to be imported.

5. The entire plant had about 1,500 employees; these included 300 administrative, 100 skilled and the remainder auxiliary workers. Working hours were from 6:30 a.m. to 2:30 p.m. with only one shift. A skilled worker earned 5,000 crowns per month, high school graduates 7,000 a month and auxiliary workers about 2,500 a month. Ninety percent of the workers were card bearers in the Czech CP (KSC); only about fifteen percent were convinced Communists, usually Party functionaries.

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6. A railroad line attached to the so-called Senti railroad branch line was connected with the plant. There was also a network of rail lines throughout the plant. Steam power was supplied to the plant by a network of pipes from the Senti works. The plant machinery was electrically driven and the plant had its own water works. The plant had two ten ton Tatra III freight trucks, two "Tatraplan" automobiles, 12 electric lorries, an ambulance and a fire engine.
7. About 200 men of the workers' militia were stationed at the plant. Of these, about 40 were on duty at the gatekeeper's lodge. They were armed with rifles and nine mm caliber pistols.
8. The plant was directly subordinated to the Ministry for Heavy Chemistry; there also was a Directorate located in the plant. The general manager for heavy chemistry was Dr (fau) Ety and his deputy was Dr (fau) Karvy. The Directorate staff was as follows:
 - (a) (fau) Stouola, an engineer employed in the Research Institute ("Vyzkumny Ustav")
 - (b) (fau) Hering, an engineer, about 57 years old, 160 cm in height and wore glasses. He was a nominal Communist and a man of good character. He was employed in the East Bohemian Chemical Works.
 - (c) Dr (fau) Wanka, head of the "Afila" section, about 40 years old, 170 cm in height, strong build, tanned face, black hair combed back; he had a small moustache. He was a nominal Communist and a man of good character.
 - (d) Dr (fau) Hanousek, head of the "Otela" section, passionate Communist
 - (e) (fau) Danek, engineer and head of the "Fala" section, a faithful Communist.
 - (f) (fau) Herein, a pharmacist and chief of the "Bio-La" section, a fanatical Communist.
 - (g) (fau) Muzik, engineer and chief of the "Katala" section
 - (h) (fau) Malek, a pharmacist and chief of the pharmacy section, a man of good character
 - (i) (fau) Polak, a pharmacist and deputy to Malek, a man of good character
 - (j) (fau) Haase, chief of the "Aso" section, a nominal Communist and a good man.
 - (k) (fau) Silinger, deputy to Haase and a fanatical Communist
 - (l) Dr (fau) Ran, chief of the "Socik" section, a fanatical Communist
 - (m) (fau) Cernohlavek, chief of the machinery and workshops section, a fanatical Communist
 - (n) (fau) Krampera, engineer and chief of the "Ferocalit" section, a nominal Communist and of good character
 - (o) Pavel Sipsk, chairman of the Workers' Council, a fanatical Communist.

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- ENCLOSURE (A): Sketch of Pardubice, With Legend, [redacted]
 (B): Sketch of the Czechoslovak Chemical Works, National Corporation in Pardubice - Rybitvi, With Legend, [redacted]
 (C): Location Sketch of Prolono Civilian Airport and Nearby Military Depot, With Legend, [redacted]

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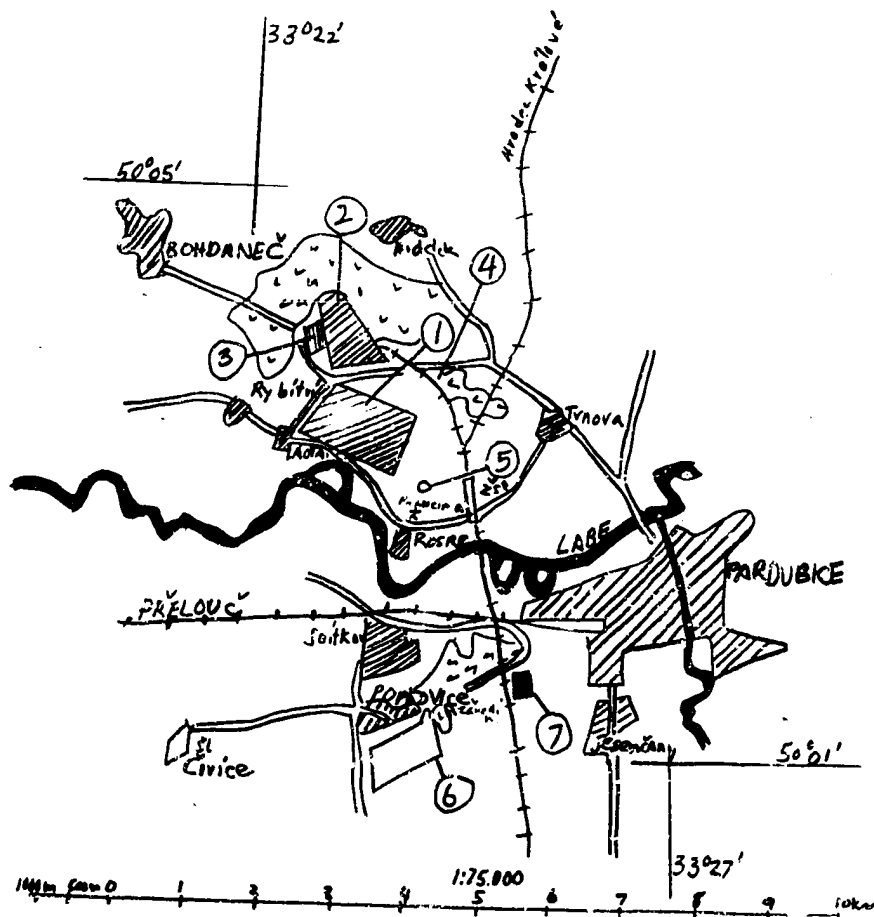
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ENCLOSURE (A)

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SKETCH OF PARDUBICE, WITH LEGEND,

PARDUBICE

Legend:

- 1... Czechoslovak Chemical Works ("Československé Chemické Zavody"), National Corporation in Pardubice II - Rybitví
- 2... Works for the production of explosives in Senti
- 3... "UMA", National Corporation for the production of artificial materials
- 4... Railroad branch line connecting Senti explosive works with the main railroad.
- 5... A gas reservoir supplying gas to the Czechoslovak Chemical, Senti and "UMA" works.
- 6... Military airfield in Pardubice, equipped with a concrete runway and two hangars
- 7... Refinery for "RAMA" mineral oil; this refinery was rebuilt during the period from 1949 to 1950

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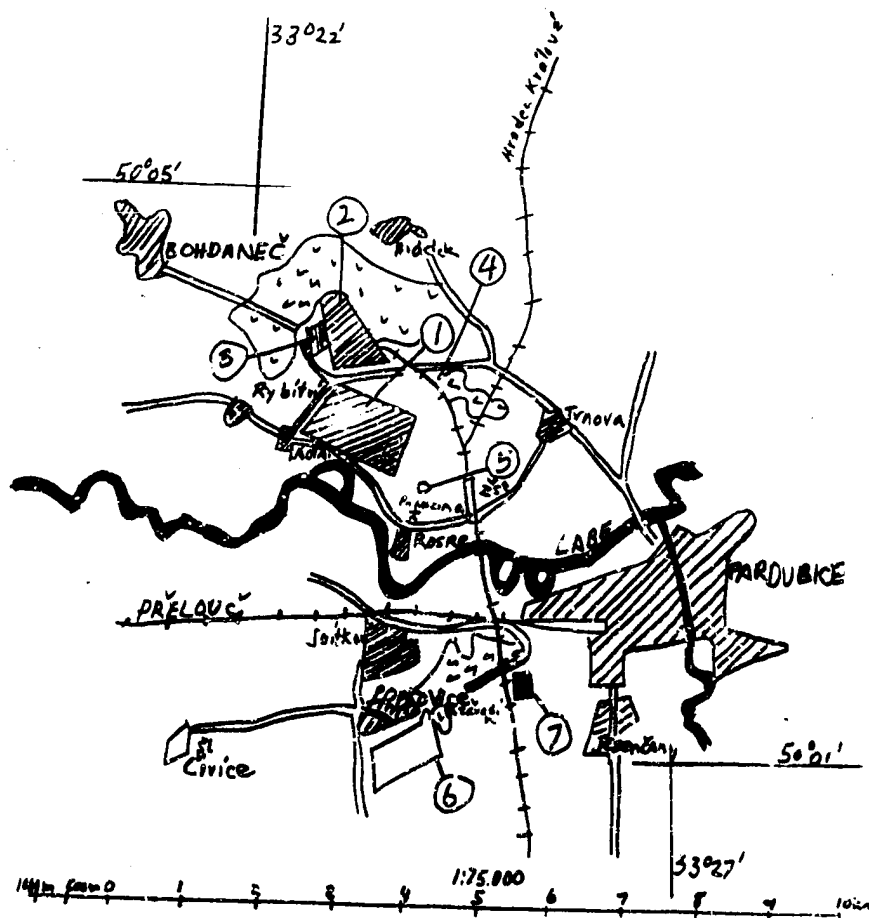
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ENCLOSURE (A)

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SKETCH OF PARDUBICE, WITH LEGEND,

PARDUBICE

Legends:

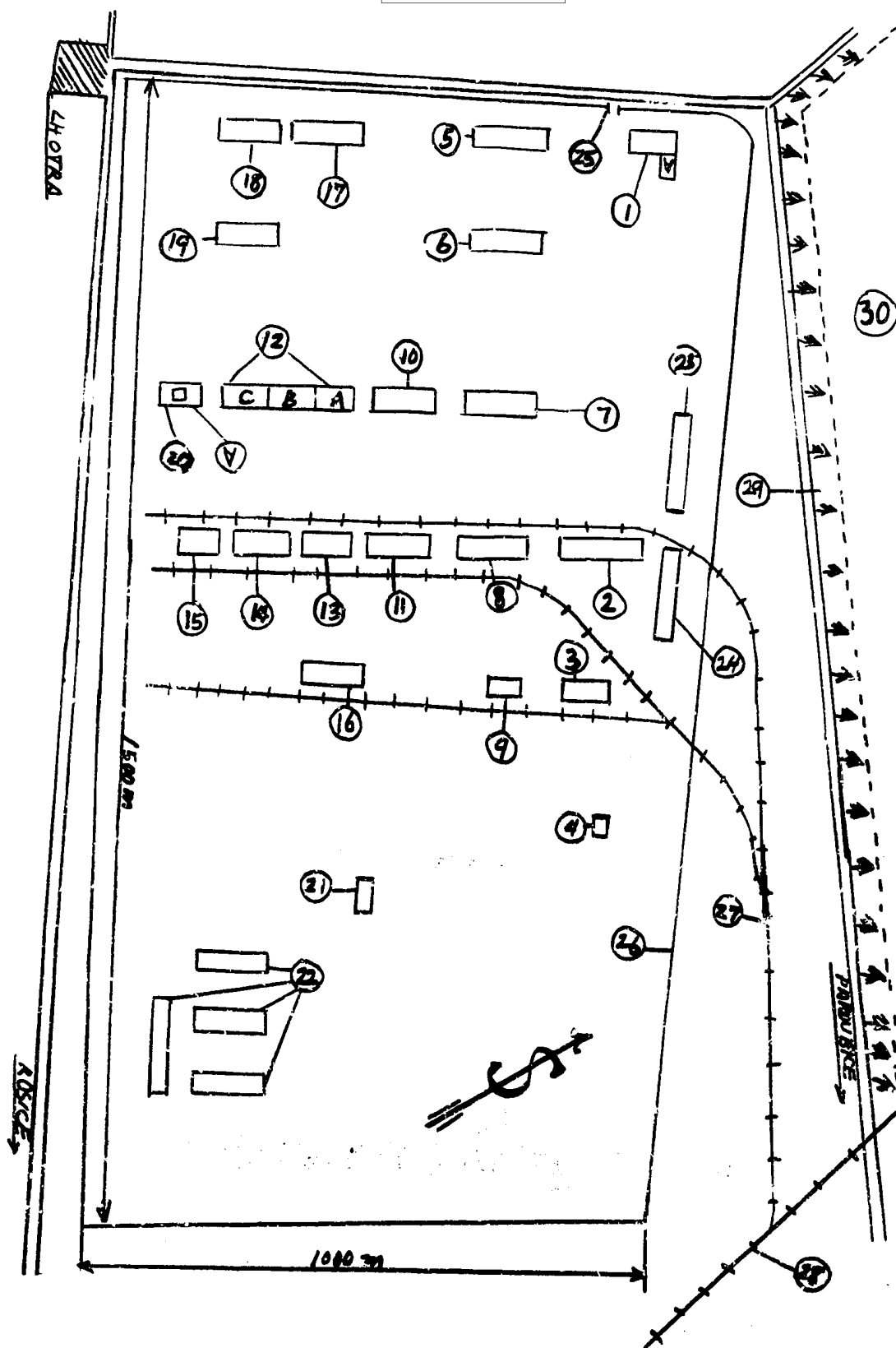
- 1... Czechoslovak Chemical Works ("Chemické závody"), National Corporation in Pardubice II - Rybitví
- 2... Works for the production of explosives in Semín
- 3... "UMA", National Corporation for the production of artificial materials
- 4... Railroad branch line connecting Semín explosive works with the main railroad.
- 5... A gas reservoir supplying gas to the Czechoslovak Chemical, Semín and "UMA" works.
- 6... Military airfield in Pardubice, equipped with a concrete runway and two hangars
- 7... Refinery for "RAMA" mineral oils; this refinery was rebuilt during the period from 1949 to 1950

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**SPORTS**

ENCLOSURE (B)
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Legend

- 1... Plant Directorate, a three-story brick building, 80 x 15 m, with a tar paper roof.
- 1A... Garage, a one-story brick building, 40 x 10 m, with a tar paper roof; two Tatra III trucks were accommodated in the garage.
- 2... Dye mix shop, a five-story building, brick, 120 x 25 m, with a tar paper roof; the workshop was equipped with machinery for the dye mixing.
- 3... Carpenters' workshop, a one-story wooden barrack, 60 x 20 m, with a tar paper roof.
- 4... Cement storehouse, a one-story wooden barrack, 15 x 15 m, with a tar paper roof.
- 5... Research Institute, also used for the production of salts and nitrobenzine, a four-story brick building, 120 x 25 m, with a tar paper roof. The Institute carried out analyses on new chemical products, dyes, medical products and metal alloys. Also the Institute made analyses for the courts involved in criminal cases.
- 6... Same as 5 above
- 7... Research Institute, a three-story brick building, 120 x 25 m, with a tar paper roof. Here are carried out analyses of second rate products.
- 8... "AZO" production building for production of aniline dyes, a five-story building, 12 x 25 m, with a tar paper roof
- 9... Cabinet maker's workshop, a one-story brick building, 6 x 15 m, with a tar paper roof.
- 10... A three-story building for the production of sodium, brick, 100 x 25 m, with a tar paper roof.
- 11... Pharmaceutical and dye production of sodium, brick, 100 x 25 m, with a tar paper roof.
- 12... A three-story brick building, 200 x 25 m, with a tar paper roof. In this building are located divisions for the production of chlorbenzine, sulphur black and aniline dyes.
- 13... A four-story brick building for the production of metals for bearings, 120 x 25 m, with tar paper roof
- 14... A four-story brick building for the production of bearings, 120 x 25 m, with a tar paper roof.
- 15... Three-story brick building used for the production of flints for lighters, 90 x 25 m with a tar paper roof
- 16... Workshop for machinery repair, a four-story brick building, 120 x 25m, with a tar paper roof
- 17... Storehouse for pharmaceutical products and for the products mentioned under point 12 above, a four-story brick building, 120 x 25m, with a tar paper roof
- 18... Four-story brick building, 120 x 25 m, with a tar paper roof, used for the production of a material called "Stabilisator", which is used in the regulation of explosions (it speeds up or slows down the explosion).
- 19... Storehouse of the Research Institute, a four-story brick building, 120 x 25 m, with a tar paper roof
- 20... Three-story brick building, 100 x 25 m, with a tar paper roof. The nitrate production division is located in this building.
- 20A... Brick building containing cooling equipment.
- 21... Waterworks supplying the entire plant, a one-story brick building, 25 x 10 m, equipped with measuring devices and pumps.
- 22... Four brick buildings, which were under construction in August 1951
- 23... Storehouse, a four-story building, 120 x 25 m, with a tar paper roof
- 24... Storehouse for pharmaceutical production, a four-story building, with roof of corrugated steel.
- 25... Main entrance to the plant
- 26... Fence, two m in height, enclosing the plant area
- 27... Railroad track belonging to the plant and connected with the Senta railroad track
- 28... Railroad track of the Senta plant
- 29... Forest strip approximately 10 m in width
- 30... The Senta plant

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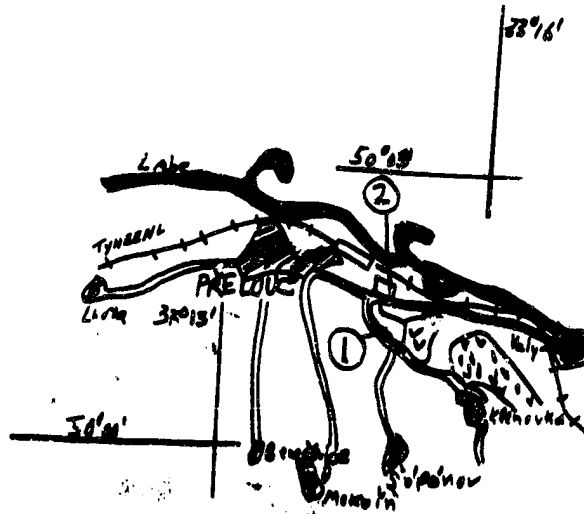
ENCLOSURE (C)

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LOCATION SKETCH OF PRELOUC CIVILIAN AIRPORT AND NEARBY MILITARY DEPOT, WITH LEGEND,

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Legend

- 1... Civilian airport in Pielouo
- 2... Military depot in the open; in the depot were kept tanks, armored cars, trucks and passenger cars of German World War II make.

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